		CLASSIFIC CE	Release 2003/08/06 ATIONCO STORMA NTRAL INTELLIGEN	ICE AGENCY	R006900560013-5  REPORT NO.	1630 25X1
	COUNTR	Y Germany (Russian Zone	e)		DATE DISTR.	12 February 195
	SUBJECT	Investigation of the Situation	Transportation		NO. OF PAGES	<b>2</b> 25X1
25>	PLACE ACQUIRE	<b>[</b>			NO. OF ENG	
ZJ/	DATE OI INFO.				SUPPLEMEN REPORT NO.	
	OF THE USI U.S. C., 32 CF 122 COM SERVED OF	IMPO CONTAINS MIRODARDOB AFFECTING THE WAT MAT DO THE OWNER HE DEARING OF THE SENS AND DO A. AS DERWIND. IN TRANSCRIPTIONS OF THE FEMTS HE ART MARKET TO AN CONDITIONING TO MAN. REPORTED TO AN OTHER SENSOR OF THE POPUL IS POSSIBLE.	onage act so he develation fedon is pro-	THIS IS UNEVA	LUATED INFORMAT	25X ION
25>	<u> </u>					
23/	1. There was no large-scale concentration of flatcars or heavy-duty flatcars in the Halle, Erfurt and Magdeburg railroad districts during the second half of December 1950. Such an assembly of flatcars would become known at the Operations Department.(					
	2.	The reserve bocomotives in Ruednitz, Beeskow, Ducherow and Strasburg/Uckermark were still being kep cold at their collection points. Locomotive Columns No 2, 4, 5 and 8 in Frankfurt/Oder and 10 in Cottbus were not alerted. All the locomotive columns, particularly Locomotive Column No 8 in Frankfurt/Oder, suffered from insufficient repairs made in the locomotive repair shops. Fractured piston rods and cylinders were frequent. (2)				
	3.	The unfounded information on the alleged concentration of flatcars and heavy-duty flatcars may be attributed to the following:				
		a. Preparations for entration of these caareas for possible The heavy-duty flat shipment of heavy to	rs, were ordered future concentra ccars were to be	d by the SCC for ation of the cars used not for mil	the entire zone. have been desig	. No spe <b>c</b> ial gnated.
		b. Since December 1950 patched to Poland be tance papers and me these cars pass the tions due to their out officials to prears. (3)	ny order of the Sarkings. Since to cough Poland, as lack of proper a	ECC without being the Polish railro they were consid papers. the Direc	given their properties of authorities of ered unfit for the torate General I	refused to let transit opera- tailroads sent
		In none of these cases	s were large-scal	le operations inv	rolved. (1)	
25) 25)	(1) (1	omments. This agrees with info			the reserve loca	25X comotives 25X
	(2)	<u> </u>	· }	,		

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	CENTRAL INTELLIGENCE AGENCY -2-	25X1			
25X1 (4)	kept in Frankfurt/Oder, Beeskow, Uckro, Ruednitz, Ducherow and Strasburg. This information covers a period ending 30 December 1950. No confirmatory information is available.	25X1			

Society 141